ST. JOSEPH

MISSOURI.

ISSUED BY THE

MANUFACTURERS'

BUREAU.

FACTS AND FIGURES ABOUT

The Queen City

OF THE

MISSOURI VALLEY,

Together with a Map showing her

RAILROAD FACILITIES.

For further information address Secretary Manufacturers' Bureau, St Joseph, Mo.

RAND, MCNALLY & CO., PRINTERS AND ENGRAVERS, CHICAGO.

ST. JOSEPH.

Her Eminence as a Western Commercial Centre—A Glance at the Past; from the Pony Express to Fourteen Lines of Railroad.

A Trading Post in 1849; a City of 85,000 People in 1888.

The eminence of St. Joseph as a western commercial centre is not the growth of a decade, but of nearly half a century. Her importance as a distributing point was gained as early as 1849, when the tide of California emigration poured through her as in the case of the Chicago, Kansas & Nebraska, where the city paid $200,000 cash to as far as a prospective point, and again when the Overland Express were organized, with St. Joseph as merely to extend her railway facilities by the acquisition of an important carrier for her teeming commerce.

the first railroad west of the Mississippi, the first railroad west of the Missouri, and the famous Pony Express and Overland Express were organized, with St. Joseph as the objective point. Up to the time of the civil war the city was pre-eminently the point of departure for all that portion of the country, almost, of the present day, owing to the interruption to the commerce of the great West; yet the spirit of demarkation between the northern and southern interests, within a stone's throw, almost, of the borders of four great states—Missouri, Kansas, Iowa and Nebraska—another town within a radius of 100 miles, has given St. Joseph the conflicting elements which entered into the civil war. This period of inertia terminated about 1865, when a new spirit began to animate people and concerted measures were thought of to elevate the city once more to the position which she had formerly occupied.

Previous to this time the only railroads touching St. Joseph were the Hannibal & St. Joseph, the St. Joseph & Grand Island, the St. Joseph & Des Moines (narrow gage), the Kansas City, St. Joseph & Council Bluffs, the Wabash, and the Missouri Pacific.

In the next seven years St. Joseph acquired, in addition to the extension of the Hannibal & St. Joseph and Grand Island roads into the territory of Nebraska, the Chicago, Rock Island & Pacific, the Chicago, Kansas & Nebraska, the Atchison, Topeka & Santa Fe, the Chicago, Burlington & Quincy, the St. Joseph & St. Louis, the Atchison, Topeka & Santa Fe, the Chicago, Burlington & Missouri River, the Atchison, Topeka & Kansas City (Hagerman), and will shortly have a road to Kansas & Nebraska, the Chicago, St. Paul & Minneapolis, the Chicago, St. Paul & Chicago, Kansas & Arkansas.

CUSTOM HOUSE AND POST OFFICE.

It became the principal Missouri River point of the Chicago, Kansas & Nebraska for its extension to the Indian Territory, Denver and other points, and the passenger transfer point of several other trunk lines, notable the Burlington & Missouri.

In the following seven years, also, the city effected a change in its political preference, by twice electing a Republican mayor, adopting a new charter, and improving its internal affairs at a rate perhaps never equaled. Nearly ten miles of streets were paved with Trinidad asphaltum, palatial business houses were erected in all parts of the city, the metropolitan police system was adopted, the most complete system of stock-yards west of Chicago was built, factories were offered inducements to transplant themselves to St. Joseph, new street-car lines were built, the city, in recognition of her commerce, became a port of entry, a $250,000 custom house was erected by the government, and two cable lines, with a capital of $750,000, were organized; so that, practically, in the course of three years in which so many changes were accomplished, St. Joseph stepped at one stride from the past into the present.

Nine-tenths of these accomplishments were paid for by the people themselves, and where a railroad required to be subsidized, St. Joseph did not hesitate to subsidize it,

merely to extend her railway facilities by the acquisition of an important carrier for her teeming commerce.

To-day St. Joseph numbers 85,000 people, with a jobbing trade of nearly $150,000,000 annually, fourteen railroads, about 120 flourishing factories, and with an unequaled territory embracing six States—still but half developed—through which to traverse her railroads, opening her doors to new comers, and inviting new enterprises to share in the general opportunities for the attainment of wealth.

PUBLIC IMPROVEMENTS.

The following table shows, in a concise and comprehensive manner, the cost of public improvements during the year 1887:

Grading	$ 8,367 20	Repairs sewers	$ 9,939 94
Macadam'g	8,143 49	Repairs streets	4,004 41
Curbing	20,209 46	Sweeping streets	6,795 81
Sidewalks	29,023 60	New bridges	2,967 00
Paving	243,906 68	Various bridges	1,193 83
Sewers	29,874 19	Public building	4,216 41
		Water-works	$16,668 33
		Gas and gasoline	5,008 00
		Engineering and superintendence	7,180 54
		Total	$304,130 97

THE Y. M. C. A. BUILDING.

That the improvement mania has by no means died out will be attested by the fact that much work has been done this year in all directions. Petitions for all classes of work have been steadily pouring into the Council at a rate which bids fair to make 1888 eclipse all previous years in the matter of internal improvements.

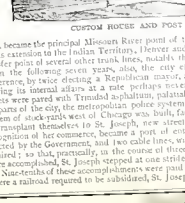
The following table shows what is being done:

GRADING—STREETS AND ALLEYS.	
Completed 16,428 lineal feet, cost	$ 7,463 41
Under contract, partly done, 31,250 lineal feet, estimated cost	12,900 00
Ordered by ordinance, but not yet contracted for, 7,000 lineal feet, estimated cost	8,100 00
MACADAMIZING.	
Completed 8,005 feet, cost	$16,881 50
Under contract 12,507 feet, estimated cost	13,775 00
Ordered but not contracted for, 8,500 feet, estimated cost	14,000 00
PAVING.	
Asphalt completed, 11,831 feet, cost	$133,816 00
Asphalt completed, 1,440 feet, estimated cost	10,370 00
Cedar block, not completed, 1,440 feet, estimated cost	3,460 00
Burnt clay ballast, not completed, 1,300 feet, estimated cost	$ 700 63
" " " "	3,250 00
" " " "	6,500 00
South and Pacific Streets, 61 feet, cost	
Stitched to asphalt pavers, 1,100 feet, estimated cost	
DISTRICT SEWERS.	
Completed 1,173 feet, cost	$ 1,384 44
1,173 feet with one manhole and four side s completed, cost	10,360 00
Under contract, not completed, 3,144 feet, estimated cost	
LAMP POSTS.	
153 additional posts ordered at a cost of	$3,823 00
SECOND CLASS SIDEWALKS.	
44,617 feet, about eight and a half miles, have been ordered, and are mostly built, cost	$17,850 00
THIRD CLASS SIDEWALKS.	
About three miles of first-class sidewalks have been laid as a cost down as yet been made,	$10,000 00

And a large amount repaired, of which no record is kept.

There are in the corporate limits of the city of St. Joseph, which covers about seventy square miles of territory, 112 miles of streets, of which thirty-eight miles are macadamized, and nine paved with asphaltum and granite blocks, making a total of forty-seven miles of improved roadway. These streets are occupied by the following improvements:

Total length of sidewalks, 611 miles.	Length of gas-mains, 28 miles.
Total length of main sewers, 21.9 28 feet.	Number of lamps, 1,005
Total length of district sewers, 38,193 feet.	Length of water-mains, 29.5 miles.
Total length of all sewers, 82,131 feet—equal to sixteen miles.	Number of hydrants, 204.
Number of manholes, 455.	Number of gasoline lamps, 300.
Number of inlets, 502.	Number of electric lamps, 3



THE
CHICAGO, ROCK ISLAND & PACIFIC R'Y
A POPULAR ROUTE. WHY?
BECAUSE its Through Fast Express Trains run every day in the year, Sundays included, between Chicago, Kansas & Nebraska Junction, Missouri River, Council Bluffs, Omaha, Colfax, Des Moines, Iowa City, Davenport, Rock Island and Chicago. Because it is the only line running Pullman Palace Sleeping Cars between Chicago and Council Bluffs. Because it is the only line running Pullman Palace Sleeping Cars between Chicago and Omaha. Because it is the only line running Pullman Palace Sleeping Cars between Chicago and Colfax. Because it is the only line running Pullman Palace Sleeping Cars between Chicago and Des Moines. Because it is the only line running Pullman Palace Sleeping Cars between Chicago and Iowa City. Because it is the only line running Pullman Palace Sleeping Cars between Chicago and Davenport. Because it is the only line running Pullman Palace Sleeping Cars between Chicago and Rock Island. Because it is the only line running Pullman Palace Sleeping Cars between Chicago and Joliet. Because it is the only line running Pullman Palace Sleeping Cars between Chicago and Peoria. Because it is the only line running Pullman Palace Sleeping Cars between Chicago and Kansas City. Because it is the only line running Pullman Palace Sleeping Cars between Chicago and Atchison. Because it is the only line running Pullman Palace Sleeping Cars between Chicago and Leavenworth. Because it is the only line running Pullman Palace Sleeping Cars between Chicago and Topeka. Because it is the only line running Pullman Palace Sleeping Cars between Chicago and Atlantic. Because it is the only line running Pullman Palace Sleeping Cars between Chicago and Winterset

THE ELECTRIC CITY.

FIFTEEN MILES OF ELECTRIC RAILWAY IN OPERATION IN 1887.

Nothing could better illustrate the rapid advance of the latter part of the nineteenth century than the radical change which has been made in the matter of street transportation in the great cities. A little more than four years ago horse cars furnished the only means of transportation for the thousands in the large cities who were constantly called upon to travel back and even miles to and from their business. In New York, there were elevated railways, and in San Francisco, an imperfect cable system. The cable railway was developed, and when its present perfected state was reached, it was thought that the problem of rapid street transit had been solved. But while the cable lines were pronounced an unqualified success there were those enthusiasts who claimed that electricity was the only power applicable for operation by street railways.

CHAMBER OF COMMERCE.

Cables were too slow and too clumsy. By their use all appliances, a street car could be run two miles an hour, or it could be run twelve. It could be made to run forward or backward on the same track, and it could be operated at an expense all very little more than the horse cars and not half so much as the cable boats.

Ingratifying that St. Joseph is the city which will first relegate all other systems to the background and be the first which will operate most of its street railway system by electricity

THE UNION LINE.

During the fall of 1887, the Union Street Car Line made numerous experiments on the application of electricity as a motor power, with decided success. For two months, cars were run over the northern extension of the line to New Ulm Park, without the slightest accident, hitch or jar, and a contract was at once closed with the Sprague Electric Co., for equipping the balance of the road with this system. The road was finished and in operation by July 1, since which time the patrons of the road have been furnished with quick service, and the smoothest riding cars in the West.

The railway is about five miles in length and is equipped with the same system in use in Richmond. The wires are hung overhead, suspended from poles on each side of the street. The car is operated by a small lever [illegible] and can be run at any speed desired up to twenty miles an hour. The power required is two large dynamos, which require from sixty to eighty pounds of steam. The line abounds in curves and grades, none of the latter, however, exceeding two per cent. One car is used on ordinary occasions, but an extra coach can be attached without trouble. The cost of construction and operation is so much less than a cable line that they are bound to become very popular.

THE FREDERICK AVENUE LINE.

The cars of the Frederick Avenue Railway and the Citizen's Street Railway will, within a very short time, be propelled by electricity, the first steps in the proposed change and improvement having already been taken.

For some months the steps now being taken have been in contemplation, and the companies have been awaiting the result of experiments which have been made in the St. Joseph and elsewhere, and are now apparently satisfied that for this city, at least, electricity is the power. What system will be adopted is not known, but it is believed the Syracuse people have the inside track.

THE CIRCLE CABLE.

In the spring of 1887, when St. Joseph was enjoying a phenomenal boom in real estate, Messrs. Johnson, Lull and Lucas, of the Ninth street cable line of Kansas City, came to this city for the purpose of looking over the field with a view to building a cable line. These gentlemen were of the opinion that a circle cable road, starting at the Union depot and running through the main part of the city to the eastern suburbs and return, would be a paying investment and asked the City Council for a franchise, which was granted. By reason of the lull in the real estate excitement and the building of the Omaha road, in which these gentlemen were also interested, the cable road progressed slowly. The many stock deals had always been devices of interesting local capitalists in the scheme, and about six weeks ago a meeting was called at the Board of Trade rooms, at which the foreign stockholders were represented by Messrs. Johnson & Lucas, and an agreement entered into which was placed in the hands of responsible parties. No definite answer was given, but two committees were appointed to solicit subscriptions. The agreement provided that if $100,000 in stock could be so secured in St. Joseph, that work should be commenced, and the road built as rapidly as possible. Canvassing was at once commenced, and within three weeks the entire amount was raised.

The assurance that the Circle Cable line will be built with hundreds of thousands of dollars to St. Joseph. The route traversed is through the most densely populated portion of the city, and cannot fail to be a paying investment. The franchise [illegible] Starting from the Union depot on Second street and Mitchell avenue to Fourth, north on Fourth to Jule, east on Jule to Seventh, south on Twenty-second to Frederick avenue, west on Frederick to Messanie, west on Messanie to Sixth, and south on Sixth to the Union depot. The length of the line, single track in a little less than two miles. It is one of the most valuable franchises ever held by a street railway company. The [illegible] stockholders are Wilson Waddington, of New Haven [illegible] Stone, of Hartford, Conn., J. L. Hendley, D. J. Beals, W. R. Block, all of Kansas City, Kan., and the firm of Johnson & Lucas, of the same city, holds $250,000 of the [illegible] thousand. Clark is placed in St. Joseph. It is the intention to build the power house [illegible] and let all the contracts as soon as possible. In this way the work can be pushed through on the line, and it will be in operation in a few months after active work is begun.

JONES, TOWNSEND & SHERMAN, RETAIL CLOTHING.

THE WYATT PARK MOTOR LINE.

After negotiating several months with either railway companies with the view of building a cable line from the city east to Wyatt Park, the Wyatt Park Land Co. finally decided to build an electric motor line instead. A contract was entered into with the Sprague Electric Motor Line, and work is now being pushed rapidly to completion. By the terms of the contract, the road must be completed and in operation by December 1, 1888. The line will be twenty-three miles long, commencing at the corner of Edmond streets, will run south on Edmond to Olive, or to Ninth, south on Ninth to Penn, east on Penn to Sixteenth, south on Sixteenth to Lafayette, east on Lafayette to Thirty-second street, on the east line of Lafayette Park. The line will be double track the entire distance.

The cars will be seventeen feet long and seven and one half feet wide, and will be heated and lighted by electricity. The power house will be located on the corner of Thirty-first and Lafayette streets.

OUR PAVEMENTS.

Of all the improvements made in St. Joseph in the past two years, there is none calculated so quickly to strike the eye of the visitor as the fine pavements upon the principal thoroughfares. Two years ago there was probably [illegible] in the West that had worse business streets than St. Joseph. Today, there are few that have better.

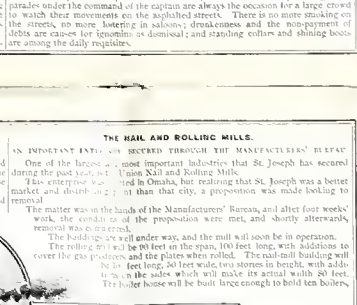
This startling result has been accomplished in the most [illegible] and by the best pavement, the most durable, cost considered, and the cheapest, all things considered, that is in use at the present day. The first contract on this city was let early in 1886. Today, there is about nine miles of it, and [illegible] in daily use.

The advantages of this pavement are many, and are [illegible] to-day. It has stood all degrees of heat and cold without signs of cracking or wear, and is in better condition than when originally laid.

It is the smoothest pavement ever laid, and [illegible] the carrying power of [illegible] at least four times as [illegible] with other pavements. It will also save from one third to one half the repairs to vehicles, and adds to the comfort of every person who rides in a carriage.

Another item that must be taken into consideration is the increased value of property on streets where this pavement is laid. In this respect it has also proved the best investment, and is [illegible] where the pavement has been tried for years, the increase has been even more.

In considering the cost of this pavement, durability, comfort, safety, health, etc., it should all be taken into account, and the result will certainly be that asphalt is the cheapest, and adds more to the beauty of a city than does any other pavement.



THE TRADE OF ST. JOSEPH

[illegible] that within this year's business in [illegible] equal [illegible] will [illegible] come [illegible] [illegible] bank clearings, and other [illegible] [illegible] only a few cases will be able [illegible] an actual increase in the volume [illegible] be one of that number. [illegible] has increased more than [illegible] [illegible] prospects for [illegible] [illegible] tail and early winter. [illegible] [illegible] [illegible]

ST. JOSEPH LOOKING SOUTHEAST FROM COURT HOUSE.

St. Joseph have come to the city after the manner of the Diagonal. All or nearly all have asked for financial aid; others asked for and secured valuable franchises, and the money paid by the citizens of St. Joseph to secure these roads amounts to $2,000,000. The Diagonal asked nothing. Its agents came into the city at a time when real estate had almost doubled in value, and spent not less than $250,000 in cash. They would have gone as high as $350,000 but for inability to settle with certain property owners. Those cases went into court, and are now settled so that in all the last-named sum will about cover the amount paid out for real estate alone by the Diagonal within the city limits.

Extensive shops and round houses will be built in the northern part of the city, and a magnificent depot and office building at the foot of Jule street.

By the new route it is 533 miles from St. Joseph to Chicago, 472.4 miles to St. Paul, and 160.9 to Des Moines.

St. Joseph now has another connecting link with the North, Northwest and Northeast. The completion of the Diagonal gives her lines of railways to different points, and her claim of the city of railways is well founded.

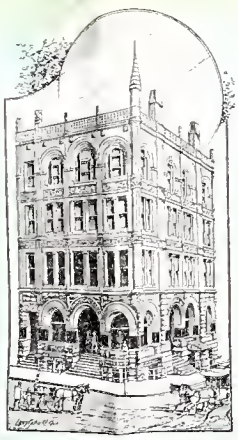
THROUGH TRAINS BETWEEN DENVER, ST. JOSEPH AND ST. LOUIS.

Commencing Sunday, September 16, the "Burlington" inaugurated a solid through train service over its lines from St. Louis to St. Joseph, and from St. Louis to Denver via St. Joseph. The trains run over the track of the St. Louis, Keokuk & Northwestern road from St. Louis to Hannibal, and thence across the State over the Hannibal & St. Joseph road to St. Joseph. From St. Joseph to Denver, trains go north over the K. C., St. J. & C. B. road, cross to Nebraska over the Kolo bridge, and go direct to Denver over the B. & M.

St. Joseph is now the most important center of the C., B. & Q. system on the Missouri river, and all the lines that touch the river center, and receive orders from here. This brings a number of trains more each day into St. Joseph, and necessitates an increase in the terminal facilities of the company at this point. A number more men will be employed. The new arrangement, besides bringing hundreds more people a day through the city opens up to St. Joseph a rich and populous territory in Nebraska, which has heretofore been only reached by a circuitous route via Kansas City or Atchison.

THE TOOTLE, HOSEA & CO. BUILDING

The above cut is a representation of the building now being erected for Tootle, Hosea & Co. The building has a frontage of 110 feet on Fourth street, and a depth of 140 feet, and will be seven stories in height. The first and second stories will be of hewn stone, the other stories of pressed brick. The building will contain 2,500,000 pressed brick, and will be completed by next July. Eckel & Mann are the architects.



THE COMMERCIAL BANK.

The Commercial Bank, a cut of which is given above, is one of the *handsomest bank buildings in the state*, and an ornament to the city. The building is four stories high in addition to the basement, and is a monument which will always stand and proclaim the enterprise of its projectors. Its splendid granite columns contrast admirably with the handsome stone walls. It is 45x90 feet in size and has two entrances—one from Sixth and the other from Edmond street. The wood finishings are of red oak beautifully carved and in perfect harmony with the ceiling carving and fresco work. Every person who visits the bank especially admires the flooring, which is made of Mosaic tiling in tasty designs. The counters are protected by plate glass and oxidized brass railings. It would be difficult for the most critical eye to suggest any improvement for either the interior or the exterior of the bank, as it has been equipped with every convenience and ornamentation that money could provide.

On the ground floor of the bank building are located the vaults of the St. Joseph Safe Deposit Co., which is an institution composed of stockholders and directors of the Commercial Bank.

ADDITIONAL RAILWAY FACILITIES.

THE CHICAGO, ST. PAUL & KANSAS CITY.

In August, 1887, was begun the construction of an extension of the Stickney railway system from Des Moines, Iowa, to this place and Kansas City, making the Chicago, St. Paul & Kansas City Railway, or as it is commonly called, the "Diagonal." The object of the extension was to form a direct route between Kansas City, Chicago and St. Paul, via St. Joseph and Des Moines. The work after its commencement was delayed for a time by the bridge over the Des Moines River; after this was remedied and work fully begun again, another vexatious delay was incurred by the scarcity of steel, the construction being delayed on this account over two months. A large force was kept at work, however, until almost mid-winter, ranging the line to a point some twelve miles above St. Joseph at the cessation of operations for the season.

Early last spring, work was again resumed, and September 1 witnessed the completion of the track and road-bed to Main street near Rushdown.

None of the roads which have heretofore been built into this city have asked for and secured valuable franchises, and the money paid by the citizens of St. Joseph to secure these roads amounts to $2,000,000. The Diagonal asked nothing. Its agents came into the city at a time when real estate had almost doubled in value, and spent not less than $250,000 in cash. They would have gone as high as $350,000 but for inability to settle with certain property owners. Those cases went into court, and are now settled so that in all the last-named sum will about cover the amount paid out for real estate alone by the Diagonal within the city limits.

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BIRD'S-EYE VIEW OF ST. JOSEPH, MISSOURI.

WASHINGTON
WASHAUGH
OGLALA INDIAN RESERVATION
MEYER
TRIPP
INDIAN RESERVATION
BRULE
FALL RIVER
SHANNON
LUGENBEEL
DAWES
CHERRY
SIOUX
BOX BUTTE
GRANT
GARFIELD
WHEELER
NEBRASKA
CHEYENNE
ARTHUR
McPHERSON
LOGAN
Gaudy's
Broken Bow
CUSTER
CHEYENNE CITY
Ogallala
North Platte
KEITH
PERKINS
LINCOLN
DAWSON
BUFFALO
Plum Creek
UNION
Sterling
CHASE
HAYES
FRONTIER
Hayes Cent.
GOSPER
PHELPS
KEARNEY
ADAMS
CLARK
Pierce
Greeley
WASHINGTON
DUNDY
HITCHCOCK
RED WILLOW
FURNAS
HARLAN
FRANKLIN
WEBSTER
NUCKOLLS
THAYER
JEFFERSON
GAGE
ARAPAHOE
CHEYENNE
Kit Carson
Cheyenne Wells
Arapahoe
DENVER
Denver
Golden
Boulder
Longmont
Fort Lupton
Greeley
Evans
Platteville
Milliken
Windsor
Loveland
Fort Collins
Berthoud
Estes Park
Lyons
Longs Peak
Pikes Peak
Manitou
Colorado Springs
Fountain
Canon City
Pueblo
Salt Creek
Rocky Ford
La Junta
Las Animas
Trinidad
Huerfano
Walsenburg
Spanish Peaks
Sangre de Cristo Range
Culebra Range
Costilla
San Luis
Alamosa
Conejos
Los Pinos Range
Saguache
Gunnison
Gunnison River
Uncompahgre Plateau
Grand Mesa
Grand River
Colorado River
Roan Plateau
Elk Mountains
Sawatch Range
Leadville
Aspen
Glenwood Springs
Eagle
Red Cliff
Battle Mountain
Tennessee Pass
Mount of the Holy Cross
Mount Elbert
Mount Massive
Mount Harvard
Mount Yale
Mount Princeton
Mount Shavano
Mount Ouray
Mount Lincoln
Mount Sneffels
Mount Wilson
Mount Hesperus
Mount Blanca
Mount Lafayette
Mount Evans
Mount Bross
Mount Sherman
Mount Silverheels
Mount Buckskin
Mount Guyot
Mount Zirkel
Mount Powell
Mount Parnassus
Mount Torrey
Mount Cameron
Mount Bancroft
Mount Democrat
Mount Bross
Mount Lincoln

BIRD'S-EYE VIEW OF ST. JOSEPH, MISSOURI.

The idea of the company is to make quicker time between St Louis, St Joseph and Denver than is made by any road now in operation. The time from here to St. Louis is twenty minutes shorter than any other, and the new Denver time is also much shorter.

THE CHICAGO, KANSAS & ARKANSAS.

This is a projected road, running West and South from St Joseph, through Kansas and Arkansas. Construction will shortly be commenced, and be pushed rapidly forward.

THE QUINCY, MISSOURI & PACIFIC.

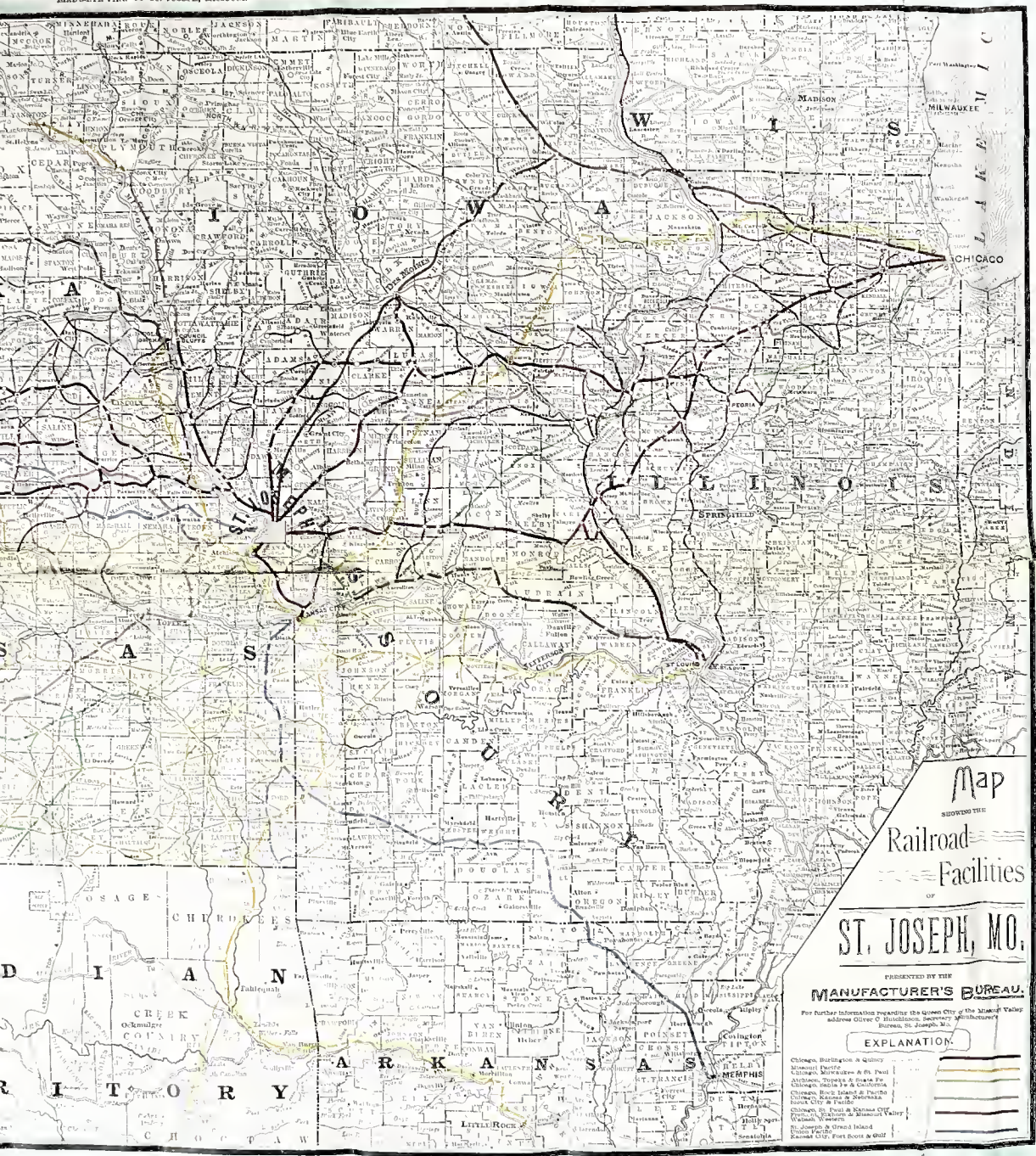
The Quincy, Missouri & Pacific, or "Little Wabash," as the people of Quincy called it as long as it was under Wabash control, is a line of railway built and operated between Quincy and Trenton, Grundy county, Missouri. For several years, the line has been seeking an entrance to St Joseph, and on several occasions it was deemed probable this would be secured, but one thing after another has always interfered, delaying the plans. The last plan was for the road to form a close connection with the Rock Island at Trenton and secure running rights over the track of the Rock Island from Trenton to St Joseph. This scheme was near completion over a year ago, but was dropped on account of a failure upon the part of those directly interested to agree. The last proposition is for the Q., M. & P. to extend its line to St. Joseph from Trenton, eighty miles. The new road will pass through a splendid territory in Grundy, Daviess, DeKalb and Buchanan counties, and it will take eighty miles of track to complete it from the present terminus, making the line from Quincy to St. Joseph 212 miles, or only six miles longer than the Hannibal & St. Joseph. The extension is to be pushed by a syndicate that is backed by the C. B. & M. Railway. The last-named line is now extending its line from Beardstown, Ills., to Quincy. This will then give St. Joseph a through trunk line to the sea-board independent of Chicago or St. Louis lines. There is every reason to believe that the above is true, and that the scheme as indicated will be carried out with dispatch.

THE ST. JOSEPH TERMINAL COMPANY.

This corporation was organized in November, 1880. Since that time it has acquired a large tract of land within the city limits, and, beginning early in 1887, by the close of the year expended $250,000 in putting buildings upon this land—round house, shops, etc., and everything necessary for terminal use by railroad companies. This $250,000 does not include the cost of the land. During the year just closing, the company expended about $100,000 in perfecting plans. The stock in the company is owned jointly by the St. J. & G. I and St. J. St. L. & S. Fr railroad companies. The use of the terminal properties, however, is by no means to be restricted to these companies, but they will be free to any lines that may be built into the city, upon equal terms with the present owners. In the management of the affairs of the company, the union depot system is largely followed.

In the St. Joseph Terminal Company this city offers liberal inducements to railroad companies as a point of departure for Western lines and a point of attraction for Eastern lines. This is not offered by any Missouri river city excepting St. Joseph, and in the other cities an incoming or outgoing railroad has to fight and buy its way at great expense and much delay to a convenient business location.

ST. JOSEPH, LOOKING SOUTH FROM PROSPECT HILL.



THE CENTRE BUILDING.

The above building is known as the "Centre Building" and is being erected by Messrs. Saxton, Woodson and McAllister for the Emery Dry Goods Co. The building is 120 feet square, and is five stories in height, in addition to a large basement. It is of St. Louis pressed brick with red sandstone trimmings, and is the largest and handsomest building of the kind, west of Chicago.

It was especially designed for a department house, and will be occupied by March 1, by the Emery Dry Goods Co., who will carry on a general mercantile business.

The different departments will be as follows: Furniture, carpets, millinery, [illegible] goods; in short, everything that [illegible]oman, and child can use or wear. The entire building will be heated [illegible]am, and lighted by electricity.

THE GAZETTE BUILDING.

This building is a handsome brick structure, three stories in height, with large basement. It is 20 feet by 100 feet in size, and is admirably arranged for a newspaper office. The basement is used for the press-room and mailing-room; the first floor for the business office and editorial rooms; second floor, art department; and the third floor, composing-room. It is heated by steam, and lighted by gas and electricity.

DISTANCE TABLE
ST. JOSEPH

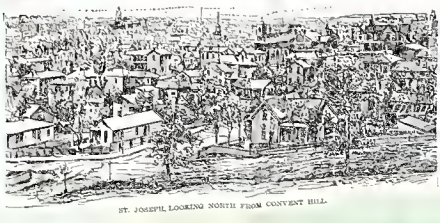
TO	
ST. LOUIS,	308 MILES
CHICAGO,	469 "
ST PAUL,	495 "
DENVER,	607 "
CHEYENNE,	624 "
SAN FRANCISCO,	2,124 "

ASYLUM NUMBER TWO.

ASYLUM NUMBER TWO.

The act of the legislature appropriating $300,000 for the erection of an insane asylum at St. Joseph was passed in 1870, during the term of office of Governor B. Gratz Brown. In 1873 the building was begun, and completed and made ready for occupancy in 1874. As originally constructed it was to accommodate 250 patients. January 20, 1879, the building was partially destroyed by fire, owing to there being no water-service on the grounds. The legislature was in session at the time of the fire, and after considerable debate appropriated $75,000 for the rebuilding of it in this city. It is located a mile and a half east of the city on 120 acres of ground, beautifully situated and highly improved.

In 1883 the institution became very crowded, and there was a great demand for additional room. Nothing was done in the premises, however, until 1885, when the legislature appropriated $80,000 for additional wings, which more than double the capacity of the building. The last legislature appropriated $30,000 for a new boiler house, new boilers for steam heating, an enlarged chapel, enlarged kitchen, and a system of forced ventilation. The $30,000 was expended during the past year in the improvements named, and Insane Asylum No. 2 is to-day the most complete institution of the kind in the great West.



ST. JOSEPH, LOOKING NORTH FROM CONVENT HILL.

Burlington Route
C B & Q R R

THE SHORTEST and BEST LINE TO CHICAGO and THE EAST.

Direct and Quickest Line

ST. JOSEPH to ST. LOUIS AND ALL POINTS EAST AND SOUTH.

ST. JOSEPH & CHICAGO LINE.

East.		STATIONS.		West.	
No. 2.	No. 4.			No. 1.	No. 3.
7 05PM	9.10AM	Lv..	St. Joseph ... Ar.	8 00AM	6.30PM
8 55PM	10.50 "	"	Cameron Junction.....Lv.	6.05AM	5.05 "
4.00AM	6.35 "	"	Quincy..... "	11.15PM	9.10PM
8.10 "	12.10 "	" ...	Galesburg ... "	7.00 "	4.35AM
11.43AM	5.35 "	"	Aurora..... "	3.10 "	11.45PM
1.00PM	6.55AM	Ar.....	Chicago..... Lv.	2.00PM	10.30PM

ST. JOSEPH & ST. LOUIS LINE.

East.	STATIONS.	West.
No. 16.		No. 15.
7.05 PM	Lv.....St. Joseph..... Ar.	8.00 AM
8.50 PM	" .....Cameron Junction.....Lv.	6.30 "
3.00 AM	" .....Hannibal..... "	12.15 AM
7.10 AM	Ar..... ..St. Louis.....Lv.	8.05 PM

Two through trains daily, St. Joseph to Chicago, composed of through Pullman Sleepers, Chair Cars and Dining Cars en route.

Through trains daily between St. Joseph and St. Louis. Pullman Sleepers, Free Chair Cars and through Coaches. For full information address

W. F. MERRILL, General Manager,

A. C. DAWES, Gen'l Pass. and Ticket Agent.

ST. JOSEPH, MO.

Handsomest Trains in the world are the Pullman Vestibule Trains

running daily between

St. Joseph, Atchison, Leavenworth and Kansas City and Chicago, over the Santa Fe Route, Chicago, Santa Fe & California R'y.

St. Joseph offices, 204 North 3d St., S. E. Cor. 3d and Francis Sts.

CHICAGO TO ST. JOSEPH.

PRINCIPAL STATIONS.	No. 1. Vestibule Exp's. Daily	No. 8. Colorado Exp's. Daily
Lv. CHICAGO, Dearborn Station	1.40 PM	10 30 PM
" Chicago, Archer Avenue and 23d Street	1.50 "	10.40 PM
Ar. Joliet	3.27 "	12.24 AM
" Streator	5.18 "	2.25 "
" Chillicothe	6.45 "	4 00 "
" Galesburg	8.36 "	5.56 "
" Fort Madison	10.45 PM	8.20 AM
" La Plata	2.09 AM	12.07 PM
" Bucklin	3.16 "	1.24 "
" Marceline	3.30 "	1.40 "
" Carrollton	5.09 "	3.47 "
" Lexington Junction	6.10 "	5.03 "
" Kansas City, Grand Avenue and 22d Street	8.10 "	7.05 "
Ar. Kansas City, Union Depot	8.25 AM	7.20 PM
Ar. St. Joseph, Union Depot	9 10 AM	8.50 PM

ST. JOSEPH TO CHICAGO.

PRINCIPAL STATIONS.	No. 2. Vestibule Exp's. Daily	No. 4. New York Exp's. Daily
Lv. St. Joseph	6.00 PM	7.30 AM
Ar. Lexington Junction	8.55 PM	10.30 AM
Lv. Lexington Junction	9.00 PM	10.45 AM
Ar. Carrollton	9.57 "	11 50 AM
" Marceline	11.30 "	1.30 PM
" Bucklin	11 47 PM	1.57 "
" La Plata	12.53 AM	3.16 "
" Fort Madison	4.15 "	6.55 "
" Galesburg	6 22 "	9.43 "
" Chillicothe	8.10 "	11.50 PM
" Streator	9.43 "	1.56 AM
" Joliet	11.34 AM	4.40 "
" Chicago, Archer Avenue and 23d Street	1.10 PM	6.50 "
Ar. CHICAGO, Dearborn Station	1.20 PM	7 00 AM